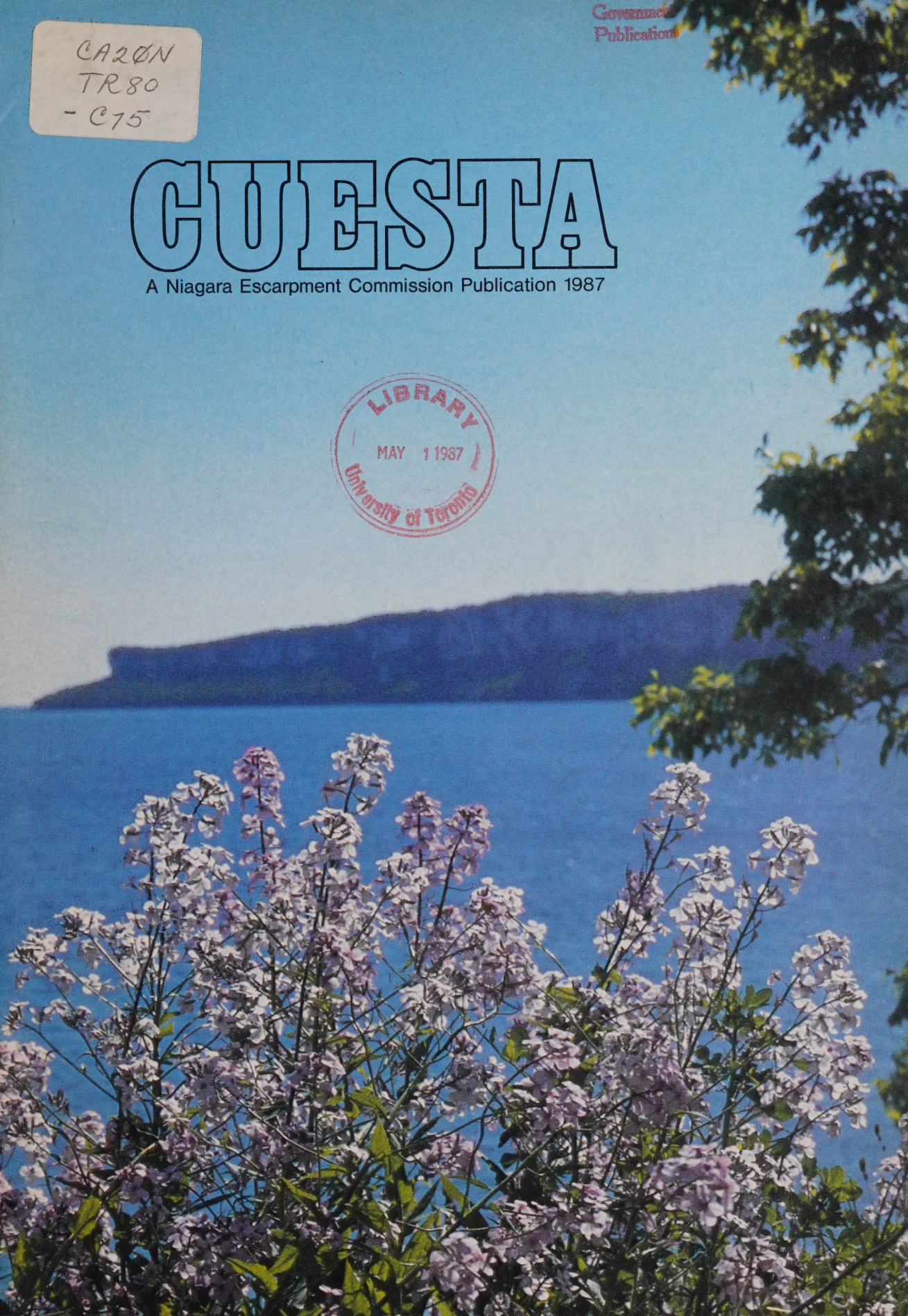
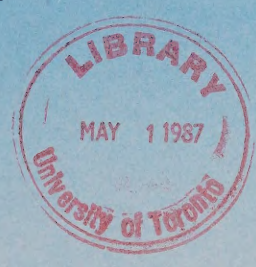


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# QUESTA

A Niagara Escarpment Commission Publication 1987





# CONTENTS

## Articles

From the Chairman .....	1
Minister's Message .....	2
Plan Moves Ahead .....	3
Preserving Our Heritage .....	4
A Tribute .....	5
Priceless Sanctuaries .....	6
New Dimensions.....	9
The Day They Turned Off Inglis Falls .....	10
Niagara Escarpment Program Logo .....	12
A Limestone Legacy .....	12
Bruce National Park .....	12
Cuesta Tour, Explore With Us..... Owen Sound to Tobermory	13
Taming The Mountain.....	16
Into The Second Quarter Century.....	18
It's All In The Family .....	22
A Link To Ontario's Past .....	24
White Water Thrills .....	27

Front Cover: Dame's Rocket, Isthmus Bay, Bruce County by Susan Herrold.

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Niagara Escarpment Plan  
Area .....



**CUESTA** Originally a Spanish term meaning flank or slope of a hill, in geological terms means a ridge composed of gently dipping rock strata with a long gradual slope on one side, and a relatively steep scarp on the other

## From the Editor

Welcome to this, the eleventh issue of **Cuesta**. For those of you joining us for the first time, **Cuesta** is published by the Niagara Escarpment Commission and distributed free of charge to interested persons. If you would like your name added to our mailing list, give us a call at (416) 877-5191 or write to: Niagara Escarpment Commission, 232 Guelph Street, Georgetown, Ontario, L7G 4B1.

**Cuesta** would like to take this opportunity to welcome the Commission's new Chairman, G.H.U. Bayly, and to say thank you to the outgoing Chairman, J. Ivor McMullin. Mr. Bayly's appointment was effective March 1, 1987.

In the **Cuesta** 1986 article, "Disaster at Desjardins Canal", the author wrote that Cootes Paradise "...is today just an ugly marsh". Well, keen **Cuesta** readers pointed out to us that they did not agree with this opinion and that prompted us to delve into the unique world of wetlands. Ron Reid's story gives an interesting account of the importance of conserving this valuable and rapidly disappearing resource. Did you know that of southern Ontario's original two million hectares, only 20 percent still remain? However, **Cuesta** is happy to report that last September, agreements were signed that will make up to a total of \$1 million annually available to save Ontario's most valuable remaining wetlands. Ducks Unlimited and the Ministry of Natural Resources have each pledged \$250,000 a year and Wildlife Habitat Canada has matched both contributions. The agreements specify that funds are to be used primarily to secure and develop habitat for waterfowl and other wetlands species. The Ministry will secure these lands through purchase, easements, bequests, grants, tax rebates and other landowner agreements.

As is often the case, the people behind the scenes of any production never receive their well-deserved recognition. And so, a special thanks to Bob Pepper, Senior Cartographer, who designs the graphics and layout of **Cuesta**, and to Rilla Hewer who writes many of the articles we trust you will enjoy reading.



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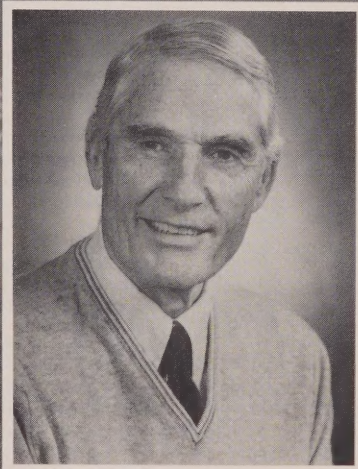
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*Susan Herrold*  
Susan Herrold



from the Chairman

## A NEW APPOINTMENT



Effective the first of March, 1987, Mr. G.H.U. 'Terk' Bayly assumed the position of Chairman of the Niagara Escarpment Commission. Mr. Bayly brings to his new duties an extensive and varied background of public service and a proven commitment to Ontario's heritage.

From 1945 until 1975 he was employed by the Ontario Government in various professional capacities including Deputy Minister of Lands and Forests, Secretary of Management Board and Deputy Provincial Secretary of Resources Development. He served on the Civil Service Commission and as a member of the Committee on Government Productivity. From 1976 to 1979 he was a member of the Commission on Freedom of Information and Individual Privacy.

Mr. Bayly was appointed to the Ontario Heritage Foundation as Chairman of its Heritage Trust Committee in 1981. He was the inaugural Chairman of the Foundation's Niagara Escarpment Committee and in March, 1986, was appointed as the Foundation's Chairman and Chief Executive Officer. He has devoted considerable time and energy to developing both "built" and natural heritage programs within the Foundation. Mr. Bayly has also been active in Ontario's Natural Heritage League since its inception in 1982.

A graduate of the University of Toronto with B. ScF. and M. ScF. degrees, Mr. Bayly was awarded the Distinguished Flying Cross for his service as a pilot with the RCAF from 1940 to 1945.

His hobbies include flying and racing gliders and he is the chief instructor for the Beaver Valley Soaring Club. He also enjoys white water canoeing and voyageur trips in Arctic Canada.

Mr. Bayly, and his wife Fay, reside near Meaford, where they have owned and managed several Grey County farm properties for a number of years.





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It is my great pleasure to introduce the 1987 edition of CUESTA.

A year ago, I presented a cheque for \$4 million to the Chairman of the Ontario Heritage Foundation, G.H.U. (Terk) Bayly, as part of a 10-year, \$25 million commitment on the part of the government toward Escarpment preservation. Under his leadership at the Ontario Heritage Foundation, the Niagara Escarpment Land Acquisition and Heritage Stewardship Program secured 1,934 acres of the Escarpment's most significant natural areas from willing sellers for a total of \$3.2 million.

Today, I am pleased to welcome Terk to his new responsibilities as the Chairman of the Niagara Escarpment Commission. I wish him every success with the Commission.

At the same time, I would like to pay tribute to the outgoing Chairman of the Niagara Escarpment Commission, J. Ivor McMullin, on behalf of all Ontarians who will benefit from his years of dedication in preparing a suitable land-use plan for the Escarpment.

In October 1986 at the Kortright Centre for Conservation, I dedicated a limestone monument to those people of Ontario who have helped ensure the conservation of the Niagara Escarpment. It was our way of paying tribute to those people and organizations who have shown through their actions that they share the government's commitment. In particular, it was our way of thanking people such as Ivor for their years of work and commitment.

Much has been accomplished to date. Let us keep the momentum going.

Yours sincerely,

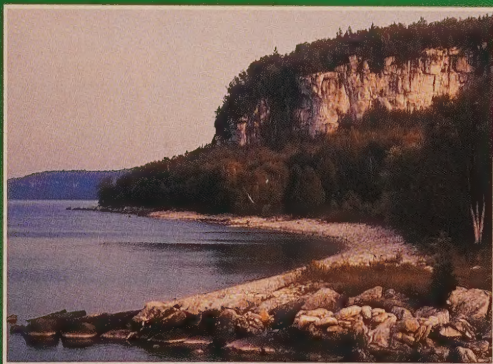
Bernard Grandmaitre  
Minister






## Commission has vital role

### The Niagara Escarpment Plan



 Ministry of Municipal Affairs  
Hon. Bernard Grandmaitre

## PLAN MOVES AHEAD

The Niagara Escarpment, also known as the "giant's rib" stretching 725 kilometres across the southern Ontario landscape, is protected through the measures of the Niagara Escarpment Plan. Recognized as Canada's first large-scale environmental land-use plan of its kind, the Niagara Escarpment Plan was approved by the Government of Ontario in June of 1985. Plan policies, striking an equitable balance between conservation and compatible development, have met with widespread positive reaction from municipalities, special interest groups and the public at large.

The approval of the Plan as provincial policy for the Escarpment area represented the culmination of twelve years of planning by the Niagara Escarpment Commission, established in 1973 by The Niagara Escarpment Planning and Development Act. The Commission, however, has had little time to rest on its laurels as it has been assigned a central and continuing role in the implementation of Plan policies.

The Act, the Commission and the Plan itself are now the responsibility of the Ministry of Municipal Affairs under its Minister, Bernard Grandmaitre. As overall co-ordinator of Plan implementation, the Ministry is working closely with two other ministries and two agencies: the Ministries of Natural Resources, and Citizenship and Culture, the Ontario Heritage Foundation and the Commission—all key players in the implementation process.

The past year has seen many strides forward as Plan implementation moved ahead.

At a reception and press conference held on April 3, 1986, the Minister of Municipal Affairs publicly released the newly consolidated Niagara Escarpment Plan, bringing all the components of the approved Plan together in one package. The Implementation Proposals which accompanied the consolidated Plan release establish the various roles and tasks of the ministries and agencies which have been allotted key implementation duties.

As an integral member of this team, the Commission has several important functions to perform. The Commission continues to administer the Development Permit System, now governed by Plan policies and in addition, processes, reviews and makes recommendations to the Minister on all proposed amendments to the Plan, assists the Minister in Plan interpretation, monitors all development proposals within the Plan area and, in general, promotes Plan objectives through various communication activities.

In the eight counties and regions and 37 local municipalities in the Escarpment Area the Plan takes precedence over local official plans. In a co-operative effort involving the Ministry of Municipal Affairs, the Commission and municipal, regional and county councils, the process of bringing these official plans into conformity with the Niagara Escarpment Plan is underway.

Removal of Development Control in areas outside the final approved Plan is in progress for those municipalities who are ready to reinstate zoning by-laws. Delegation of authority from the Minister to administer development permits is also now available to upper tier municipalities who are interested in assuming this function.

Under the co-ordination of the Ministry of Natural Resources the Niagara Escarpment Parks System, established by the Plan, is being consolidated. The system encompasses over 100 parks, ranging from long-established to newly created parks and includes properties with extensive, well-developed facilities and those left completely in their natural state. Lands to complete the system are being purchased on a "willing seller" basis only, at market value. The Parks System is designed to preserve and make accessible areas of natural, cultural and historic significance from one end of the Escarpment to the other.

The Bruce Trail, extending the length of the Escarpment, is an essential component of the Parks System. The Trail provides the physical link between the parks, leading from site to site and feature to feature. Through easement agreements and outright purchase, the Bruce Trail Association is securing a stable and permanent route for the Trail. The acquisition of land for the Trail is being accorded the same priority as acquiring lands to complete the parks.

Agencies participating with the Ministry of Natural Resources in acquisition and development of the Parks System include the Escarpment Conservation Authorities, Bruce Trail Association, Niagara Parks Commission, Parks Canada, Ontario Heritage Foundation and other public bodies.

Funding for the land acquisition program and the Bruce Trail stabilization is provided by the Niagara Escarpment Fund, the provincial government's ten-year, \$25 million commitment to Escarpment preservation. The Fund, administered by the Niagara Escarpment Committee of the Ontario Heritage Foundation, is also empowered to receive donations and to purchase significant Escarpment properties outside the Parks System.

The principal task of the Niagara Escarpment Commission, the preparation of a provincial plan for the Escarpment area, has been accomplished. But the process of Escarpment preservation must be ongoing if it is to be effective and lasting. In co-operation with the government and the people of Ontario the Commission will continue its work to ensure that the Niagara Escarpment, a priceless part of Ontario's heritage, is kept safe and intact for future generations.





*Willoughby estate at Belfountain includes residence and 40 hectares*

# PRESERVING OUR HERITAGE

For the past 19 years the Ontario Heritage Foundation has played a leading role in heritage protection throughout Ontario. Now, since the formation of its Niagara Escarpment Committee in 1985, the Foundation has taken on special responsibilities relating to the Niagara Escarpment.

The Committee administers the Niagara Escarpment Fund—a provincial government commitment of \$25 million over ten years to assist in acquiring lands required to complete the Niagara Escarpment Parks System. This land acquisition program is a co-operative initiative involving the Ministry of Natural Resources, Escarpment Conservation Authorities, other park agencies and the Bruce Trail Association. To date \$3.6 million has been provided to purchase 850 hectares of land.

The Foundation accepts donations of Escarpment properties to be held in trust. Donors receive a 100% income tax credit. The first such donation under the Niagara Escarpment Program was the Farmer-Gibson property which is now part of the Dundas Valley Conservation Area. The 14.4 hectare property is extremely important to the conservation of land and water resources within the Dundas Valley.

The Willoughby estate of Belfountain was acquired through a combination of partial purchase and donation from its former owner, Bertram Willoughby. This 40 hectares of land and residence is being managed by the Credit Valley Conservation Authority. A study is underway to determine its best future use.

The recent acquisition of 40 hectares at Queenston Quarries is a partial donation from Steetley Industries Ltd. Title to the property will be transferred to the Niagara Parks Commission.

Another donation is the former Eppington Common lands consisting of 101

hectares in Grey County's Beaver Valley. Although not within the Parks System, the Bruce Trail crosses the property which is considered significant for its natural features.

The Foundation also holds title to several other Escarpment natural heritage areas: Ellis property, Jordan Valley; Ridley-Yaremko property, Milton; and Scotsdale Farm, Halton Hills.

Acquiring lands to be held in public trust is an important means of ensuring protection but most Escarpment lands are and will remain in private hands. The Committee is working to promote awareness among landowners of Escarpment values and resources. Under the Heritage Protection and Land Stewardship Program, co-operation between landowners and heritage conservation agencies is being encouraged in areas such as conservation of natural

resources, protection of archaeological sites and the restoration of historic structures.

Landowners wanting to ensure long-term protection for special features on their properties can enter into easement agreements with the Foundation. Ross Fraser of Creemore is the first Escarpment landowner to sign a conservation agreement to protect the aesthetic and scenic values of his 137 hectare farm. Offering spectacular views, Mr. Fraser requested the agreement provide for the possible future development of a public viewers' area.

Working together with other Ministries, agencies and landowners, the Niagara Escarpment Committee of the Ontario Heritage Foundation is continuing to ensure the protection of the Escarpment for future generations.



*An Escarpment natural heritage area—Scotsdale Farm, Halton Hills*



# WELL DONE IVOR



To many people, the Niagara Escarpment Commission and Ivor McMullin have become almost synonymous and with his departure as Chairman of the Commission an era comes to an end.

First appointed in 1973 as an inaugural member of the Commission, Mr. McMullin subsequently accepted the position of Commission Chairman in 1975, a post he held until stepping down at the end of February, 1987.

With his unique blend of astuteness, common sense and judgement he guided the Commission through the busy years of plan preparation, public hearings and final plan approval. He brought to his task qualities of patience and good humour and under his leadership the Commission was always accessible and responsive to its many clients.

Ivor McMullin has served the people of Ontario well and the Niagara Escarpment Plan stands as a lasting contribution. The protection of this provincial resource will benefit present and future generations of Canadians.

"Bonne chance", Ivor, good luck and good health. Enjoy whatever the future may bring, secure in the knowledge of a job well done.

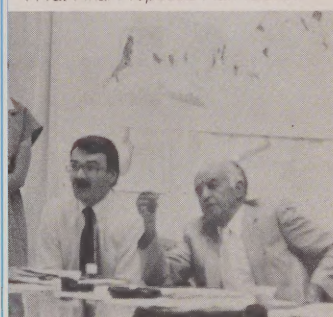


...field trip with Robert Bateman



...with brother Russ, who until his death was Park Superintendent at Glen Haffy C.A.

...at Final Proposed Plan release



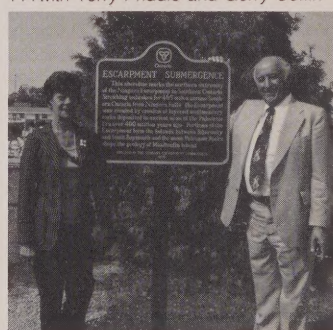
...with NEC Director, Frank Shaw



...with Terry Priddle and Gerry Coffin



Founding NEC Chairman George McCague, MPP, Dufferin-Simcoe and Eric Fleming, Acting Deputy Minister of Municipal Affairs making presentations at evening to honour Ivor



...with wife Lena, at plaque unveiling, Tobermory



# PRICELESS SANCTUARIES



JANET GRAND

The faded grey cliffs of the Escarpment shimmered in the distance; it was midsummer hot, and the earth was baked and dry. The grass in the thinning pasture already was crisp and brown, the sluggish remnants of water in the drainage ditch choked with algae.

But my destination that summer day was a refuge from the heat, in one of the swamps that grace the flanks of the Escarpment. Overhead, lacy boughs of cedar and hemlock cast a net of shade. I could smell the moisture rising from the cushion of spongy soils beneath my feet. Those moist soils support a different world of wild plants—ferns and orchids, red-stemmed dogwoods and spreading yews.

Not more than a hundred paces into the wetland, I came across a tiny stream, winding its way through the profusion of vegetation. As I traced this clear little waterway to its source, I was serenaded by chickadees and nut-hatches, and by the alarm call of blue jays and sapsuckers. Occasionally, the mud along the stream would reveal tracks of deer and raccoon. In the stream itself, schools of small fish flashed for cover, and a lone frog peered suspiciously from the weeds.

My stream grew smaller, until eventually I could trace its course no longer. But its source was obvious—a dense cluster of cat's-tails and jewelweed at the base of a hill, one of many places

where the cool groundwaters surface to feed the streams of the Escarpment. Downstream, this branch of the Credit River is prized by trout fishermen, and the connection between trout stream and swampy headwaters is no coincidence.

In fact, if you were to look at a map of trout streams along the length of the Escarpment, and trace each one to its source, you would almost inevitably find a wetland. Trout are choosy about their water—it has to be cool, and it has to be relatively free of sediment and other pollutants. Wetlands help maintain those conditions, by allowing a steady flow of fresh water from their organic soils throughout the summer. And the lush





ly connected to the streams they serve, help to moderate spring floods and to maintain cool summer flows.

Extensive beds of cat's-tails, water lilies, and other aquatic plants are the hallmark of marshlands, which are found in only a few places along the Niagara Escarpment. Perhaps the best example is Cootes Paradise in Hamilton, which supports an incredible 936 species of vascular plants. This diversity within marshes is reflected in wildlife as well, for marshlands are very productive habitats for ducks and geese, as well as many other birds. Fish, amphibians, and other forms of aquatic life depend on marshes too, especially for spawning habitat.

owned by the Federation of Ontario Naturalists, protect some of the best of these unusual plant communities.

But the Bruce Peninsula also illustrates a darker side of the wetland story as well. Judge's Creek, once a trout stream, now flows chocolate brown as it tumbles through a break in the Escarpment to Georgian Bay. Cottagers at its mouth decry the pollutants brought by the stream, which impair the water supply and decrease property values. At the time of settlement, much of the watershed of Judge's Creek was wetland. Now all but a fraction has been converted to farmland; the trout stream has become an open drain.

Just up the road, a once productive



vegetation in wetlands helps to trap sediments and nutrients, purifying the water that passes through.

This link to water quality is a feature common to all wetlands, but not all wetlands are the same. My summer rambles along the length of the Escarpment have taken me to swamps, marshes, bogs, and fens, all variations on the wetlands theme.

Swamps are the most common type remaining in southern Ontario, characterized by heavy tree cover and seasonal flooding. The soft maple swamp on the floor of the Beaver Valley is a good example of this type; so are the cedar swamps above the Escarpment near Milton. These swamps, close-

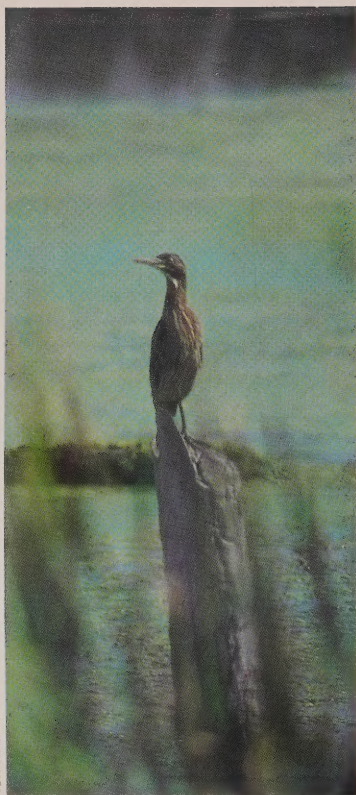
You need good boots to visit this specialized wetland type known as bogs even in midsummer as their mossy, acidic soils are saturated with water. Usually considered a northern specialty, pockets of bog are found in a few places in the south, usually in isolated wetlands with poor drainage. Cemetery Bog west of Lion's Head and the Summit Bog in the Dundas Valley are among the few examples along the Escarpment.

The west side of the Bruce Peninsula is a mecca for summer naturalists, because a colourful garden of wildflowers bloom on another specialized wetland known as a fen. Dorcas Bay and Petrel Point nature reserves, both



FEDERATION OF ONTARIO NATURALISTS





marsh called Swan Lake is now remembered only in the name of its drain. Across southern Ontario, the pattern has been much the same—wetlands drained for agriculture, filled for cottage development, even used as cheap sites for waste disposal.

More than 80% of southern Ontario's wetlands have been destroyed, and the remaining wet areas are declining at a rate of 1% to 2% each year.

Sometimes the farmland created by wetland drainage is productive, and the financial costs of drainage can be justified. But often the environmental costs, such as impaired water quality and loss of wildlife habitat, have been simply overlooked. Both the tax system

downers to restore and improve marshland habitat, helping to raise public appreciation along the way.

Along the narrow ribbon covered by the Niagara Escarpment Plan, most wetlands should be safe. The approved Plan includes wetlands within its Natural Area designation, so development will be directed elsewhere. Outside the Plan area, some wetlands are protected by the water management regulations of Conservation Authorities, and sometimes by protective municipal policies as well. However, the strongest force for preservation of those wetlands that remain is the knowledge and sympathy of private landowners.

If you happen to own a little piece of



and drainage subsidies discourage wetland conservation, and a lack of public understanding of the value of natural wetlands compounds the problem. Only recently has the provincial government begun to place emphasis on the benefits associated with wetlands, and to put in place policies to encourage their preservation.

That change in attitude has been helped along by citizen groups such as the Federation of Ontario Naturalists. Through research and briefs, conferences, and public education, they have done much to build an awareness of the values of wetlands. Another active group is Ducks Unlimited, funded largely through donations from sportsmen. Ducks Unlimited works with private lan-

swamp or bog on your property, take the time to get to know it. Not just in summer, when the fullness of life may be reflected in the insect world as well. Take a tramp in winter, when the snow-laden trees shelter wandering flocks of birds; or in the spring, when the rich yellow of marsh marigolds announces a new season of wildflowers. Whatever the season, a wetland is a refuge for nature, a remnant of untamed environment to enjoy and preserve.

*Ron Reid is an environmental consultant and freelance writer.*



## Computer Simulation

Although beauty is in the eye of the beholder, the scenery of the Niagara Escarpment has long held a special appeal for the residents of southern Ontario. Whether it is rolling hills, steep slopes or rocky bluffs, the Escarpment gives interest, shape and definition to our landscape. So it is not surprising that people react very strongly to the prospect of changes to their part of the Escarpment.

This was clearly demonstrated early in 1986 at the Markdale Environmental Assessment hearing into Ontario Hydro's proposed high voltage transmission line from the Bruce Nuclear Generating Station near Kincardine to the Essa Transformer Station near Barrie. The hydro corridor would run through the counties of Bruce, Grey, Dufferin and Simcoe, crossing the Escarpment in Mulmur Township.

Local residents, landowners and municipal representatives had many issues to deal with at the hearing including questions about the visual im-

simulations.

This pilot project began in 1985 when the Commission requested that University of Toronto Professors John Danahy and Fidenzio Salvatori work with Commission staff to produce these simulations. The University's Landscape Architecture Department and their Computer Systems Research Institute, Dynamic Graphics Project, are North American leaders in the development of hardware and software for computer simulation.

The first step in the project was to organize the landscape into computer language—a mathematical model. A topographical map of the Escarpment study area was divided into triangular polygons. These polygons reflected the shape of the landscape as depicted on the topographical map by contour lines. The elevations at each corner of each polygon were measured and recorded. The polygon map was placed on a digitizing tablet and the horizontal X and Y co-ordinates were created by tracing

Three different viewpoints were selected, straddling the proposed line and showing the areas of highest visual impact. By studying and analysing the simulations, the Commission was able to testify that one tower shape was less obtrusive than the other and that the visual impact of the transmission line along the proposed corridor would be moderate to high in an area of 25 square kilometres encompassing the 7 kilometre crossing.

The picture shown depicts the simulated view from Airport Road in Mulmur Township, looking west towards the Niagara Escarpment. The computer was programmed to simulate the view at eye level and display it on a colour monitor.

Future uses for this process go far beyond depicting hydro towers—the possibilities are limitless. Computer simulated images will never replace photographs as realistic recreations but they do provide a wide range of accurate, clear-cut, predictable and easily

## NEW DIMENSIONS



pact of the 500,000 volt line. What would the towers actually look like as they marched across the landscape? What about the scenic beauty of the area—would it be forever spoiled? What about winter when there would be no foliage to hide the line? Was there any way the impact could be lessened?

As the hearing continued through February and into March, testimony about the visual effects of the line became a barrage of words and images. Photographs, paintings and even a video tape were used as supporting evidence. Dealing objectively with landscape interventions of this magnitude is not easy, but through the tools of the computer age a way was found. With the help of new computer systems research, the Niagara Escarpment Commission presented the hearing with a computer simulation of the proposed hydro corridor. Commission testimony on the effects of such a corridor was based on an analysis of these

the polygons. The vertical elevation of each corner was typed manually into the computer.

Where a particular polygon represented a wooded area, forest inventory maps were used to determine the average height of the trees. Then the forested polygons were raised to that elevation to form blocks in the model depicting these wooded areas.

When we look at an actual landscape, the woods and fields act as reference points so each polygon was assigned a colour to display its land-use and vegetation cover.

The two different transmission tower designs, the low profile and the delta tower, were then entered into the data bank. The images of the towers were superimposed on the landscape model. The proposed hydro corridor contains 18 towers along the 7 kilometre Escarpment crossing and each tower was located on the model at the sites determined by Ontario Hydro.

reproduced images of changes. The system has the capability of generating a vast array of colours and subtle shadings. Different light sources, light amounts, background colours and even individual buildings can be modelled.

As was shown at the Markdale hearing these computer-generated images are an effective tool that can simplify confusing "high tech" jargon, perhaps proving the old adage that one picture—even a computer simulated picture—is worth a thousand words.

*Editor's Note: Late in February the Consolidated Hearings Board announced its decision to turn down Ontario Hydro's proposed Bruce to Essa route high voltage transmission line in favour of a Bruce to London link.*

*In reaching this decision the review board supported the Commission's position that such a massive corridor through the Escarpment area would damage the highly scenic views and harm the sensitive environment.*



July 30, 1874

# THE DAY THEY TURNED OFF INGLIS FALLS

For months the town fathers of Owen Sound had been living for that one day—July 30, 1874. At 5:30 p.m. the steamer 'Chicora' would dock at the Lake Superior wharf and Lord and Lady Dufferin would begin their visit to the city.

The mayor, George Snider, had received word in April of the impending visit and with his welcoming committee had spent hundreds of hours planning for the momentous event. After all, it might be another quarter century before a Governor General of Canada made a return visit.

There would be an official greeting

ARCHIVES OF ONTARIO



Lord Dufferin

ceremony with the appropriate speeches, a parade through town and up the hill past the park where the crowning event of the day would take place. This would be a sight-seeing tour of Inglis Falls, the "Niagara of the North". The only problem was the season. In years gone past, the Sydenham poured over the falls not with a roar but with a mere trickle at that time of year. Mid-summer was not the time to show off Owen Sound's greatest natural wonder.

No matter—where there was a will there was bound to be a way. Mayor Snider and his fellow council members



JOANNE PAGE—REPRODUCED WITH PERMISSION OF BOSTON MILLS PRESS

The thousands who had followed the procession were amazed. . .



knew how to solve the dried-up Inglis Falls problem.

By the afternoon of July 30 all was ready. Nearly 5,000 residents were on hand. The banks of the harbour were packed as the first sign of the Governor General came into sight. Far out in the bay the smoke of the *Chicora* could be seen. Larger and larger the steamer grew until with a final royal belch the famous blockade runner of the American Civil War glided gracefully into place at the dockage.

Snider and his committee of local politicians boarded the vessel and the introductions were made. They then marched down the runway to the platform at the end of the new railway station where they were met by the massed troops of the 31st Battalion.

The Battalion band broke into a noisy rendition of the National Anthem and children presented the party with flowers. It was all quite perfect. There were speeches by the mayor, greetings from the Governor General, oaths of loyalty from the politicians and kind words from Lady Dufferin.

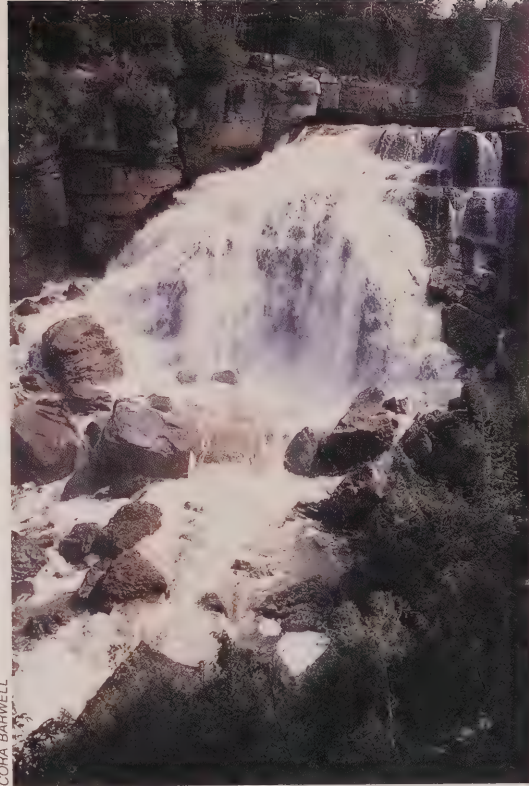
Waving Union Jacks led the parade to the special carriage brought all the way from Grand's Toronto livery. Drawn by four matched horses, it was accompanied by two outriders.

Mayor Snider sat next to Lord Dufferin and pointed out the sights of the town as the procession got underway. They passed under arch after arch of evergreens, dozens of them erected during the past week. Mayor Snider tried to ignore the cedar boughs that had turned brown in the heat.

The parade marched down through the business district past stores festooned with red, white and blue bunting, flags and more evergreen arches. It looked just grand. They made their way until they came to the foot of the Cemetery Hill. No one noticed that at that point a rider on the fastest horse in town left the procession and took off at breakneck speed up the hill and out of sight.

Slowly the entourage wound through the lowlands and then wound up the beautiful lane towards the falls. Some members of the party looked sadly on the not so rapid rapids of the Sydenham. The parade stopped halfway to the falls so that Mayor Snider could leave the carriage and draw "a dram of Adam's Ale" from the famous spring in the side of the hill. Lord and Lady Dufferin drank from the cup bearing the emblem of the town and pronounced themselves refreshed.

At the entrance to the falls, they were greeted by millowner, Peter Inglis, and a musical band of Saugeen Indians. Just as they stepped out onto the mill road they heard the sound of a mighty roar of water. Accompanied by Mr. Inglis, the Mayor and his cohorts, the royal party



CORA BARWELL

*Inglis Falls today*

walked to the edge of the precipice, stood on the jutting rocks and exclaimed on the wonder of the mighty works of nature and God.

For there, surrounded by the mill buildings of Peter Inglis, was a cascade, no, an absolute torrent of water, rushing down the gorge!

The thousands of Owen Sounders who had followed the procession were amazed. They had never seen such a mighty river of water over the falls, not even during the spring run-off. But there had been rumours and there had been that sudden departure of the man on the town's fastest horse.

Lord Dufferin wanted to see everything—how the millstones turned and he asked endless questions. But Mayor Snider seemed anxious to have the parade move on. Agitated and looking upstream constantly, the mayor ushered the visiting dignitaries swiftly back to their carriage and back onto the Falls' Road. The last stragglers noted that the rush of water was subsiding to the normal July trickle—and wondered!

Back at the wharf the grand day was coming to an end. Final speeches and thank-you's were made and the *Chicora* steamer with its royal party headed north.

The whole affair had been a rousing

success. The mayor was carried shoulder high back through the town. The only mystery was that great cascade of water over Inglis Falls. How had it happened in the middle of one of the driest summers the district had ever known?

The secret was not long in keeping. It seems for weeks a party of farmers and townsmen, sworn to secrecy, had been building a coffer dam well above the falls. A great reservoir of water had been backed up awaiting the right moment. With split second timing the rider arrived at the earthen dam and gave the signal. The makeshift dam gates were pulled and the stored waters rushed to greet the Governor General. Of course there was only so much water which accounted for the rapid exit of the royal party urged along by Mayor Snider who knew that within minutes the mighty torrent would become a mere splash.

All agreed that Owen Sound, its mayor and all the many committees had done the town proud. A satisfied community went to bed that night basking in the afterglow of a victorious visit. 🐾

*Reprinted in part from "Owen Sound: The Day The Governor General Came To Town And Other Tales" by Andrew Armitage; published by The Boston Mills Press.*





## Niagara Escarpment Program Logo

During the Niagara Escarpment Showcase large white flags, decorated with a unique new design, fluttered in the breeze. The same symbol was prominently displayed on balloons, buttons, signs and brochures.

This is the new Niagara Escarpment logo being used by all agencies, ministries and conservation authorities involved with the Escarpment program.

The imagery is clear—the sun, source of energy and renewal, rises above the distinctive cliffs and waterfalls of southern Ontario's most prominent landform. Even without words, there is no doubt that it represents the Niagara Escarpment.

Escarpment Conservation Authorities, the Ontario Heritage Foundation, the Ministries of Natural Resources, Municipal Affairs and Citizenship and Culture and the Niagara Escarpment Commission are featuring the logo on all publications—immediately identifying them as Escarpment related.

Displayed on a park sign or masthead, the logo denotes a property that is part of the Niagara Escarpment Parks System. In conjunction with the Ontario Trillium or the Coat of Arms, the new symbol has also been incorporated onto stationery.

The successful implementation of the Niagara Escarpment Plan requires the co-ordinated efforts of several different ministries and agencies and the widespread use of this symbol is a tangible sign of this co-operative team approach to Escarpment preservation. 🏡

Niagara Escarpment Showcase:

## A LIMESTONE LEGACY

A Salute to the Niagara Escarpment

October 4th to 26th, 1986

Kortright Centre for Conservation □ Kleinburg, Ontario

The Niagara Escarpment Showcase, held last October at the Kortright Centre for Conservation in Kleinburg, Ontario, marked the first time that all of the agencies, ministries and organizations involved with the Escarpment had come together in a single salute to this unique resource. Attracting over 9,000 visitors, the three week-long event was an unqualified success.

The Bruce Trail Association, Conservation Authorities, Ministries of Citizenship and Culture, Municipal Affairs and Natural Resources, Ontario Agricultural Museum, Royal Ontario Museum, Federation of Ontario Naturalists, Royal Botanical Gardens, Sierra Club and the Niagara Escarpment Commission were among the many groups who took part. Colourful and informative displays highlighted Escarpment-related archaeology, geology, history, industry, recreation, conservation and flora and fauna.

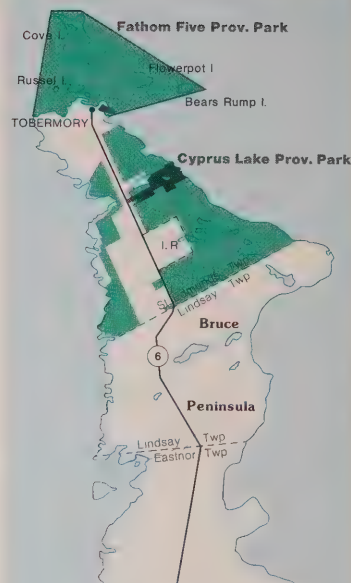
This celebration of the Escarpment offered something of interest to people of all ages. A series of Escarpment paintings by artist Suzanne Morrison was exhibited in the art gallery and visitors were invited to browse through the displays, examine fossils and historic artifacts, take nature walks and view demonstrations of rock climbing techniques, hot air ballooning and cross-country skiing.

Escarpment beauty and aesthetics were highlighted during the first week. The second week focused on conservation and utilization—the balanced multiple use of Escarpment lands, and the theme for the third week was recreation and education.

A 10-tonne limestone rock, 400 million years old, was unveiled by the Honourable Bernard Grandmaitre, Minister of Municipal Affairs and dedicated as a lasting tribute to the Escarpment and all those who have helped to ensure its preservation.

In the theatre, a new audio-visual production was premiered. "A Limestone Legacy", produced by the Ontario Heritage Foundation, takes a look at the Escarpment with all its beauty and diversity.

This 15-minute, colour presentation is available for showing to interested groups. For further details, contact the Information Services Section, Niagara Escarpment Commission, Georgetown office, telephone (416) 877-5191. 🏡



## Bruce National Park

In October of 1986, the Provincial and Federal Governments announced that they had reached an agreement in principle to establish the long-awaited **Bruce National Park**. Consultations have been ongoing since 1981 and it is expected that the final agreement, setting exact park boundaries, should be in place by the end of the year.

Almost half of the park area will be comprised of lands that the Province of Ontario will transfer to the federal environment ministry. These 7,000 hectares of Crown lands, including Fathom Five and Cyprus Lake Provincial Parks plus a junior ranger camp at Emmett Lake along with site facilities and improvements, are valued at \$8.5 million.

The new park, encompassing 270-square kilometres of mainland, marine territory and offshore islands in the northern part of the peninsula, is the Province's fifth national park.

Although hunting will not be permitted within the park itself, 3,800 hectares of land in the southwest corner of the original study area will be retained for hunting activities which are so much a part of the area's tradition. Through consultations with conservation groups and local residents, the province will work to improve the wildlife habitats within the region.

The complex and unique Bruce Peninsula is now part of the National Parks System that from Ellesmere Island in the far north to Point Pelée in the south, preserves and protects Canada's significant landscapes. 🏡



# EXPLORE WITH US

From Owen Sound to Tobermory the most direct route is straight north on Highway 6, but to really experience the Bruce, as the local residents call the Peninsula, and understand its lure, you must leave the main roads behind. **Cuesta** invites you to come with us on a "gravel run" over the backroads and down to the Georgian Bay shore. Along the way you'll discover the dramatic and rugged landscape of grey cliffs set against turquoise waters. We'll stop on windswept heights and along quiet bays where the pebbles roll endlessly in the waves. The Bruce Peninsula is rich in Indian legends and tales of long-ago shipwrecks. Lighthouse beacons still flash their warnings to sailors along Georgian Bay's "blue water highway". Come with **Cuesta**. Answer the beckoning call of the beautiful Bruce.

### Owen Sound to Indian Falls—6.7 km:

Our tour begins in the heart of Owen Sound, at City Hall at 2nd Avenue East and 8th Street West. Head north on 2nd Avenue East to 10th Street East; turn left. Cross the bridge and continue to 2nd Avenue West; turn right. Second Avenue becomes Eddie Sargent Parkway/Grey Road I. Continue along past Kelso Beach Campground and the Marina. A sign for Indian Falls Conservation Area is on the right. Turn left into the park.

### Indian Falls to Colpoy's Lookout—33.4 km:

Leaving Indian Falls turn left onto Grey Road I and head north 10.1 km until reaching County Road 26; turn right. This scenic route, also called Island View Drive, heads towards the water and then follows the shoreline. Keppel Township Centennial park, approximately 10 km from the turn onto C.R. 26, and Cedar Hill Park, another 10 km further, are lakeside parks offering views of White Cloud, Hay and Griffin Islands. The Colpoy's Lookout Conservation Area is on the right, 3.3 km from Cedar Hill Park.

### Colpoy's Lookout to Greig's Caves—42.1 km:

Leaving the Lookout turn right onto C.R. 26 and continue 11.8 km until it meets Berford Street/Hwy. 6 in the town of Wiarton. Turn right onto Berford and proceed up the hill until reaching the junction of Hwy. 6 and Bruce County Road 9. Turn right onto C.R. 9. Stay on this road through the

village of Colpoy's Bay. At the next junction, bear left following the signs for Hope Bay and Lion's Head. After 22.2 km on C.R. 9 turn right onto the road marked "Rush Cove" and "Scenic Caves". After 2.1 km there is a left turn, marked "Rush Cove" and "No Exit". Do **not** turn left but continue east 1.9 km until reaching a marked "Y" intersection. Veer left and proceed to the first farmhouse on the left with the "Caves" sign. Stop at the Greig farmhouse for directions to the caves.

### Greig's Caves to the Church of St. Margaret—25.1 km:

Return back to C.R. 9; turn right. Stay on this road 9 km into the village of Lion's Head. The beach front park and the pier are down to the right of the village. Proceed through Lion's Head, up the hill and along the shore for 4.4 km. When reaching a sign marked "Whippoorwill—No Exit", turn left. This is Lindsay Road 10/The 40 Hills Road. The road travels west for a short distance and then swings to the right and heads north. When reaching a marked left turn, do **not** turn but continue north on this winding gravel road. The Church is 7 km along on the left.

### Church of St. Margaret to Cabot Head and Wingfield Basin—28.4 km:

Continue north, bearing left at the fork,

until reaching the end of the road. Turn right, as the sign for Dyer's Bay indicates. Follow the Dyer's Bay signs as the road jogs right and then left going into the hamlet. Stay on the same road, past the government dock and cottages. Bear left at the fork and right at the "Dead End" sign. Turn right onto the gravel road marked "Wingfield Basin, Cabot Head Lighthouse". Follow this road 11.3 km, past the helicopter landing pad, to the lighthouse at the end. A cement pathway, between the beacon and the house, leads to the trail to Wingfield Basin about 125 feet along on the left.

### Cabot Head to Crane River Park—24.8 km:

Return back to the junction of Dyer's Bay Road and The 40 Hills Road. Continue on Dyer's Bay Road to Hwy. 6; turn right. Continue north 3.7 km and turn right as indicated by the directional sign.

### Crane River Park to Cyprus Lake Provincial Park—13.6 km:

Leaving Crane River Park, turn right onto Hwy. 6 and head north 8.8 km. Turn right as indicated by the directional sign. Follow this road 4.8 km to the park office.

### Cyprus Lake Provincial Park to Little Cove—14.3 km:

Drive back to Hwy. 6; turn right. Proceed north 7.1 km until reaching a crossroads with a directional sign for "Warner Bay", pointing left. Turn **right** and follow the road 2.4 km. It is best to walk down to the shore from the Nature Reserve Area sign.

### Little Cove to St. Edmunds Township Museum—2.4 km:

Return to Hwy. 6; turn right. The Museum is on the right immediately north of the intersection.

### St. Edmunds Township Museum to Tobermory—3.9 km:

Leaving the Museum, turn right onto Hwy. 6 and continue north.



*Along the rugged shoreline of Georgian Bay*



# CUESTA TOUR



## Colpoj's Lookout

From this vantage point on the south shore of Colpoj's Bay a breathtaking panorama unfolds. Starkly beautiful Escarpment cliffs rise up across the sparkling water. To the west, at the head of the Bay, is the Town of Wiarton, "Gateway to the Bruce Peninsula". Once home to a fleet of fishing boats, Wiarton's deep harbour today provides safe anchorage to pleasure craft. To the east, the Islands of Hay, White Cloud and Griffin protect the mouth of the Bay. Across the highway from the lookout are the cliffs of Skinner's Bluff, the edge of the rocky headland that separates Colpoj's Bay from Owen Sound.

## Flowerpot Island

Flowerpot Island is being preserved as a significant part of Canada's heritage. Standing like sentinels along the shoreline, the flowerpots that give the island its name, are geological monuments formed over millenia by the actions of water and ice on the rocks. The island, 6 kilometres from the mainland, can be reached by charter boat or water taxi from Tobermory. From peaceful Beachy Cove where the boats dock, trails lead to the flowerpots, the cave and the lighthouse that marks the main channel.



## Tobermory

Tobermory, has two natural harbours. Little Tub, around which the village is clustered, is busy with craft of all sizes from fishing boats to the ferry Chi-Cheemaun. Big Tub, the larger of the two, is the deepest fresh water harbour in the world and its safe waters have long offered sanctuary for ships caught in the storms of Georgian Bay. Nineteen shipwrecks beneath the clear waters testify to the fierceness of the storms. The wrecks have made Tobermory a diver's dream with Fathom Five, a unique underwater Provincial Park, protecting this rich treasure trove.



## Chi-Cheemaun

The giant ferry, whose name means "Big Canoe" in Ojibway, sails between Tobermory and Manitoulin Island with four round trips daily in the summer months. Each one-way crossing takes 1 3/4 hours. When the bow of the ferry swings open like a massive jaw, up to 115 vehicles can be loaded aboard. Reservations for vehicles can be made for certain crossings by calling 1-800-265-3163. While not required, they are recommended during the busy summer months. Or, you can leave your car at the terminal and take a 4-hour round trip. A lounge, cafeteria and tuck shop are on board.



## Indian Falls Conservation Area

The park encompasses upland forest and river bed as well as a recreational area reclaimed from the bottom of an abandoned gravel pit. Following the well marked trail, a 15-minute walk through quiet woods leads to the falls. Horseshoe-shaped and 15 metres high, this scenic cascade is where Indian Creek drops over the edge of the Niagara Escarpment. The soft layers of Queenston shale are clearly visible at the falls and along the creek bed below. This 21-hectare area is owned and managed by the Grey Sauble Conservation Authority.

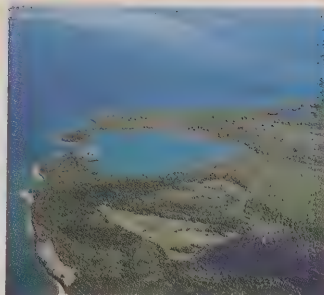






### St. Edmunds Township Museum

The rudder and propeller beside the log cabin were recovered from the wreck of the steamer "City of Grand Rapids" which burned to the waterline and sank in Tobermory's Big Tub harbour in 1879. This is just one of the museum's collection of artifacts relating to the rich marine history of the region and to the pioneer days of St. Edmunds. Even the building that houses the museum is an artifact—it was built in 1898 as the township's first school house. Open daily from 11:00 a.m. to 5:00 p.m. during July and August and on weekends during the spring and fall, admission is \$1.00 for adults and 50¢ for children.



### Cabot Head & Wingfield Basin

Travelling along the shoreline from Dyer's Bay to the tip of Cabot Head is in itself an unforgettable experience. The road takes you through a rugged landscape of cliffs and forest. Beyond the boulder beaches and the blue waters of the bay the headlands of Cape Chin, Lion's Head and Cape Dundas march majestically away to the south. Halfway out to the end of the point a bubbling stream cascades down the Escarpment and empties itself into the bay. The Cabot Head lighthouse warns of rocky shoals and the calm natural harbour of Wingfield Basin offers safety and shelter.



### Cyprus Lake Provincial Park

This large park offers a long list of things to do—swimming, fishing, canoeing, sailing and exploring. Clearly marked hiking trails range from gentle lakeside walks to rugged paths offering magnificent views of rocky shoreline, terraced boulder-strewn beaches and beautiful blue-green water. There are grottos, arches and overhanging cliffs. Cyprus Lake is a hiker's—and photographer's—paradise. With an extensive Visitor Services Program park personnel organize guided hikes, slide shows and demonstrations and offer interpretive maps and books to ensure you get the most out of your stay.

Cape Croker



### Little Cove

Along the shore of this sheltered cove where the stones have been smoothed and rounded by constant wave action, is a quiet spot to spend a peaceful hour or two. The clear, shallow water by the beach, warmed by the sun, is good for swimming. White Bruce Trail blazes lead up to the high Escarpment cliffs that line the south shore of the cove.



### Crane River Park

This small, scenic picnic area is an ideal spot to relax awhile. The nooks and crannies in the rocks by the river are a good place to look for that delicate beauty, the fern. The Bruce Peninsula, justly famous for its wildflowers, is also home to at least 15 species of ferns. As verified by ancient fossils, ferns have been around for nearly 300 million years, making them one of the oldest living things on earth. They have been used for everything from witches' curses to medicinal cures.



### Church of St. Margaret

This picturesque chapel, crowning one of the 40 hills for which the road was named, stands as a testament to the determination and community spirit of the people of Cape Chin. Dedicated in 1928, the church took seven years to build with all the labour being done by local residents and constructed from Escarpment rock quarried within a mile of the site. The carved wood inside the chapel is also from the surrounding area. Step inside this "Chapel of the Wildwood"—the doors of St. Margaret's are always open.



### Greig's Caves

These huge, vaulting caverns overlooking Barrow Bay are sea caves carved out by wave action on the porous rocks. As the land rebounded after the age of the glaciers the caves were elevated high above the waterline. The 12 caves on the Greig property, where portions of the movie "Quest for Fire" were filmed, are accessible to the public from May until October. Be sure to stop at the Greig farmhouse to pay the nominal admission fee and obtain directions for the short hike to the caves.



## Hamilton—The Divided City

# TAMING THE MOUNTAIN

ALL PHOTOS: HAMILTON PUBLIC LIBRARY SPECIAL COLLECTIONS



For over forty years, from almost anywhere in the city, the cars of the Incline Railways could be seen trundling up and down the side of the Niagara Escarpment. Few visitors came to Hamilton without taking at least one ride on the city's famous "lifts". As the cars of the Incline rose above the trees, a wide vista of city, bay and countryside unfolded below. Downward-bound there was always that first stomach-lurching drop as the car began its descent. Riders, decked out in straw hats and white flannels, would crowd onto the cars and travel up to spend a summer's day high above the smoke and din of the lower city. Children rode the Inclines to school and, if the conductor didn't catch them, could ride up and down all day for a nickel.

The Inclines are gone now—victims of changing times and transportation systems—but their story is a fascinating part of the history of Hamilton, the "divided city".

By the end of the last century, Hamilton was already a bustling and vibrant city. But rising steeply behind the bay the Niagara Escarpment, known locally as "the mountain", presented a formidable barrier. The busy harbour and the commercial centre were in the lower city as were the

mills, factories, and foundries that made Hamilton an industrial giant. On top of the Escarpment it was beautiful and pastoral, the views were breathtaking, the air clear. There were ways to the top of course—switchback roads too often closed by mud slides or long circuitous routes. For the more energetic pedestrian there were the three hundred steps. Climbing up that wooden staircase was often compared to climbing to the top of a thirty-storey building.

In 1889 a group of energetic city businessmen formed a new enterprise. The time was ripe, they felt, for a system of easy, inexpensive transportation to the top of the mountain. The Hamilton and Barton Incline Railway Company proposed to build a steam-powered incline railway, patterned after one in Cincinnati. The line would begin at the head of James Street South in the lower city and travel up three hundred feet to the top of the Escarpment. Shares in the new company sold well; engineers were hired; the Ohio system was studied; and plans were drawn up.

Work began modestly enough at first. In November of 1890 two men were seen clearing the bush along the route of the line. But the pace soon picked up and throughout that winter a large crew was at work blasting and excavating

through the Escarpment rock. There was a slight snag in the spring when an injunction stopped all work. There was some question about the availability of land at the base of the Escarpment and a property owner sued the company. Eventually, damages were paid and construction continued. The trestles and station were put in place, the engine house built. Company shareholders were appalled when the original construction estimates more than doubled. The final cost was somewhere between thirty-five and forty thousand dollars. No small sum in 1890!

By June, 1892, the system was complete and ready to be tested. The directors of the company gathered at the base station early on a June evening. They boarded the car and after a few preliminary creaks and groans it began its ascent. Bottom to top, the ride took just over a minute and everything went without a hitch. It was time to open the line to the public.

The system had two cars, each weighing approximately ten tons when empty and twenty tons fully loaded. The cables that lifted and lowered the cars were capable of handling four to five times that weight. The cars were counterbalanced—one would go up while the other went down, meeting at



the halfway point. Thirty-five to forty passengers could be accommodated on each car, either standing or sitting on benches, as well as three farm wagons and three to five automobiles. The upper station, an impressive four-storey brick building, contained the engine room, cable room, ticket office, waiting-room and living quarters for the engineer and his family.

Opening day was June 11, 1892 and all roads that day seemed to lead to the base of the Incline. Scores of curious sightseers lined the wooden stairs beside the trestle and more watched from along the top of the Escarpment. Several policemen were needed to keep the crowds in order. A brass band led the parade of dignitaries from Gore Park, up James Street to the station for the three o'clock inaugural run. Once the official car had made its trip the line was opened to the public. For the next hour and a half a steady stream of riders crowded into the car. The smoothness of the ride, the speed of the trip and the magnificent view impressed everyone.

At a luncheon for invited guests inside the Mountain View Hotel at the top of the Escarpment, speaker after speaker talked in glowing terms of what the Incline would mean to the city and surrounding townships. This was, several said, a "red letter day" in the history of Hamilton and the improved access would bring a building boom to the mountain.

It must have put something of a damper on everyone's enthusiasm when it was announced that due to the foaming of the boiler, the line would have to be shut down for the rest of the day. Official guests, and everyone else, would have to make their descent to the city by way of the wooden stairs.

This disappointing end to the first day of the Incline did little to lessen the appeal of the line. The closure was generally seen as a sign of the company's concern for the public welfare.

The new Incline had been a victim, temporarily, of its own success.

The James Street Incline was so successful that only seven years later a second system was built. Located at Wentworth Street in the east end of the city it was constructed and operated by the Hamilton Incline Railroad Company. The new line was a little longer than the James Street Incline, ascending 350 feet as opposed to 300 and the cars were a little larger, but it was a similar steam-powered system. After recurring problems with closures due to the rail-bed being washed out, the system was sold in 1916. The new owners promptly relaid the rail bed with concrete and converted the engines to electricity. Another line was considered at Ottawa Street, then the eastern boundary of Hamilton, but the upper residents felt there would be too much of an increase in traffic and the idea was abandoned.

Through the early years of the twentieth century the Inclines became symbols of Hamilton. Fares were certainly cheap enough, even by the standards of eighty years ago. It cost 2¢ if you lived on the mountain, 5¢ if you didn't, and 1¢ if you were a student from the mountain attending school in the city. It was easy to push a baby carriage onto the car of the Incline and go down to the city for a day's shopping. Farm wagons loaded with produce could travel easily down to the market in the city centre. Car engines of that day frequently had great difficulty managing the steep slopes of Escarpment roads. Owners saved their cars the stress and strain by using the Inclines. Both lines were links in the city's road system—tying upper and lower roads together. Trolleys met the trains at the top and bottom, picking up and delivering passengers. The ride was smooth and fast and the Inclines always ran no matter what the weather. Even ambulances preferred to use the Inclines. And as predicted, land values on top of the Escarpment did increase.

In the early 1920's, the Inclines ran two cars every hour carrying 2,000 people a day. But each year car and truck engines were being improved. The roads were steadily being upgraded and new ones were being built. The day of the Inclines was almost over. In 1927 the mass transit system of the city, the Hamilton Street Railway, began running trolleys and buses to compete with the Inclines and more cars and trucks travelled the roads. Both Inclines had derived most of their incomes from carrying vehicles—they couldn't survive with pedestrian traffic alone, not without raising the fares so high that no one would be able to afford them.

Then came the great depression. By 1931 daily revenues on the James Street Incline were so reduced that the company could not continue and the line was shut down. In the city's east end the roads were not quite as developed and the Wentworth line struggled on for a few more years but the writing was on the wall. Despite petitions, protests and even an offer of subsidies from the city, nothing could save the Incline. On August 1, 1937, the line took its final run and closed down.

In the mid-1940's, the rails of the James Street Incline were torn up so the metal could be used in the war effort. The Wentworth line sat unused and decaying. An attempt to re-open it in 1949 failed and it was sold in 1953 and demolished.

The station houses are long gone, the trees and bush have filled in again on the slope. Now busy highways carry traffic to the top of the Escarpment where the view is still breathtaking, the air still clear. Only faded photographs and memories remain of those years between the era of the horse and buggy and the era of the family car when the Hamilton Incline Railways helped tame the mountain.





## Bruce Trail



BRUCE TRAIL ASSOCIATION

# INTO THE SECOND QUARTER CENTURY

"The appeal of the wilderness touches a strong responsive chord in the consciousness of Canadians. They want and need this contact with the natural world as a component of sanity—as an antidote to the pressures created by an urban society."

Ray Lowes



For 25 years, people have found their escape along Ontario's renowned hiking path, the Bruce Trail. Following the Niagara Escarpment, this cleared, marked footpath extends unbroken for 720 kilometres through some of Canada's most varied and spectacular scenery.

Beginning at Queenston on the Niagara River in the south, the Trail winds its way through the rich heritage of old Upper Canada and the bounty of the Niagara fruitlands; on to the cities of St. Catharines and Hamilton; through the beauty of the Dundas Valley; on to Burlington and the rolling farmlands of Halton; into the Caledon Hills and into the high county of Dufferin; along the

ist's delight and you are invited to explore, discover, study, photograph or simply enjoy 300 species of birds, 36 varieties of reptiles and amphibians and countless types of insects, flora and fauna.

With almost limitless educational possibilities, the Trail is used extensively as a teaching tool, a classroom, in both the formal and informal sense. Classes from elementary, high schools and universities are regular visitors and several school boards have established outdoor education centres along its way. But as well as traditional subjects there are other lessons to be learned—self-reliance, responsibility, cooperation, winter survival skills, ap-

choose. The "Trail User's Code", posted along the route, gives some simple, common-sense rules. Painted on trees, stiles, fence posts and rocks, white blazes mark the way. Diamond-shaped Bruce Trail signs indicate access to the Trail.

The story of how this extraordinary Trail came to be is a tale of vision, determination and perseverance. In 25 years it has grown from the germ of an idea in the mind of one man to something that is known and admired by nature lovers around the world. But unlike Topsy, the Trail didn't just grow. It was nurtured by faith, hope and plenty of hard work.

The concept had its origins in the singular spirit of a remarkable man nam-



*View from the Trail of Glen Huron millpond*

Blue Mountains and across the splendour of the Beaver Valley; then to Owen Sound; past Wiarton, Lion's Head, Dyer's Bay; north along the rugged grandeur of the Georgian Bay shoreline of the Bruce Peninsula; and finally to the rock cairn at Tobermory that marks its northern terminus.

Along the way, the Bruce Trail passes through parks and woodlands; lingers at waterfalls and scenic viewpoints; crosses over headlands and into valleys; wanders beside rivers and waterfalls; passes farms, villages and lighthouses. And, it never hurries—it lets you set the pace.

The Niagara Escarpment is a natural-

propriate outdoor behaviour and an appreciation for nature.

There are no age, time or distance limitations. Visit for an hour, an afternoon or a week-long trek. Some sections offer a challenge to the most skilled and adventurous while others are easy enough for a novice hiker. Only minimal equipment is needed to begin—a sturdy pair of walking shoes, suitable clothing for the weather conditions, and—enthusiasm.

The Bruce Trail is open all day, every day, year-round and admission is free. With access points along the way, one can start anywhere and head in either direction or even in a circle if you

ed Ray Lowes. A child of the Saskatchewan prairie, he grew up wandering freely, walking miles to school, learning to understand the world of the ground squirrel, coyote and other creatures. The deep and abiding love of the natural world that Ray developed as a boy has not diminished over a lifetime.

During the "dust bowl days" of the thirties, he moved east and settled in Hamilton, Ontario. Still answering his "urge to ramble", he explored the rocky corridor of the Niagara Escarpment. By the late 1950's, Ray, like many other Ontarians, was becoming increasingly concerned about the Escarpment's future. Year by year development was



increasing; bird and animal habitats were vanishing and some felt that its very existence was being threatened by the impact of man.

In 1960 Ray presented a proposal to the Federation of Ontario Naturalists to establish a hiking trail along the Escarpment. He hoped that this project would also focus attention on the need to preserve this unique landform. The idea was greeted with enthusiasm and the Bruce Trail Committee was established with Professor Norman Pearson, Philip Gosling, Dr. R. MacLaren and Ray Lowes as its first members.

Now the work began in earnest. Mr. Lowes has said that building the Trail was "an act of faith". It was also a tremendous feat of organization. As word of the proposed trail spread, imaginations were fired and support grew.



GRAEME CURTIS/HAMILTON SPECTATOR

Bruce Trail Clubs were set up, fund-raising drives held and routes planned. Agreements were worked out with landowners allowing much of the Trail to be located on private land. Many of these agreements were based on handshakes alone and it is not an exaggeration to say that without these public-spirited landowners, there would be no Trail. Armies of volunteers were recruited and organized. Stiles were built over fences, bush was cleared, bridges were constructed, blazes were painted and signs put in place. By June of 1967, right on schedule, all was ready. The cairn at Tobermory was unveiled and the Bruce Trail, Canada's Centennial Trail, was officially opened.

Ray Lowes' ambitions for the Escarpment had extended beyond setting up the Trail. He was concerned with the preservation of the landform itself so it



ROBERT BATEMAN



Ray Lowes saw his vision become a reality



was natural that when the Niagara Escarpment Commission was formed in 1973, he was appointed a member. Today, Mr. Lowes is as busy and involved as ever. Honorary President of the Bruce Trail Association, he can be found in his office at Association headquarters—that is when he's not out walking the Trail, giving a speech, accepting an honour or award, working for other organizations with which he is involved or travelling on the other side of the world. At 75 years of age, the man whose name is almost synonymous with the Bruce Trail, has lost little of his energy and drive.

Today more and more people are discovering the pleasures of hiking, snow-shoeing, backpacking, cross-country skiing and just plain rambling and the Trail is busier than ever. From



cities and towns, other parts of Canada and around the world, people of all ages walk the Trail. They come in organized groups, families and as individuals. The reasons they come are as diverse as the hikers themselves—exercise, fitness, fresh air, wild orchids, birds, history, geology, photography or, perhaps, just for the fun of it.

The Bruce Trail Association, first incorporated in 1963, has seen its membership swell to 9,000 and in 1984 moved its administrative offices to a permanent home in historic Raspberry House on the Arboretum grounds of Hamilton's Royal Botanical Gardens. The Association, with a full-time staff of four, is responsible for managing the Trail, overseeing construction and representing all members of the nine Trail Clubs with funding from membership dues, grants and private donations.



Members' fees are divided between the Clubs and they maintain and improve the Trail. Volunteers built the Trail and volunteers keep it going. Between them, the Clubs hold over 300 organized events each year—fund-raisers, social programs and, of course, hikes. Although it is not necessary to join the Association to walk the Trail, the small membership fee can increase your enjoyment and involvement.

Each year the Association publishes the Bruce Trail Guidebook, available to members and non-members. This small, easy to carry book, contains detailed maps and descriptions of the entire route, is updated regularly and is almost an essential for the serious hiker.

And what of the future, the second quarter century? The way ahead seems bright. A major initiative of the Niagara Escarpment Plan establishes the Niagara Escarpment Parks System, encompassing natural and cultural



*Glen Williams outlier*



*Along the rugged shoreline of Georgian Bay*

features from one end of the landform to the other. Like a string of pearls, over 100 parks line the Escarpment and the link between them, the string, is the Bruce Trail. Leading from feature to feature and park to park, the Trail is the physical tie that binds them into a single unit.

Over the years as land changed hands, was developed or, for one reason or another, access permission was withdrawn, sections of the Trail were moved onto roadways or onto less than ideal routes. The best possible location for the Trail can now be secured and although it is hoped that this can be accomplished through easements and agreements, where necessary, land can now be purchased from willing sellers.

With the designation of the Trail as an essential component of this unique system of parks, the Association looks towards tomorrow with renewed confidence.



## History and Tradition



*The Haynes continue to farm this land as their family has done for eight generations*

# IT'S ALL IN THE FAMILY

Donald Haynes farms near the village of Jordan in the Niagara Peninsula—an area known as the 'Twenty' because it was twenty miles from Newark (Niagara-on-the-Lake), the first capital of Upper Canada.

Haynes has three sons and they all want to stay on the land. This whole-family approach to farming is perhaps unusual, but not surprising in this case. The Haynes family has lived in this area for eight generations. There are now representatives of four generations living along an old Indian trail that winds towards the Niagara Escarpment from the direction of the Twenty Pond. They are Grace Haynes, her son, Donald, grandsons Douglas, Robert and Brian, and small great-granddaughter, Amanda.

History and tradition are very much a part of the Haynes' background. The house in which Grace Haynes lives with her grandson, Douglas and his family,

was built in 1829. It is an excellent example of a neo-classic brick farmhouse with a beautifully proportioned facade and typical semi-circular windows in the side gables. The brick for the house was burned on the farm and fragments of it are still turned up in the vineyard.

Inside the house, the floors are of pine, and the oak beams supporting them, are a foot square. Many of the windows contain the original glass. The inside walls are plaster over brick and, in the upstairs hall, designs were painted on them to simulate wallpaper. In the livingroom, there is a tin ceiling made in Preston and added later.

Lewis Haynes built the house. He was a son of Adam Haynes, a Loyalist refugee of the 1780's, 'often imprisoned by the Americans'. Lewis is buried in the old Mennonite cemetery in Jordan Village. In his time, hogs and cattle were kept on the farm and wheat was grown. He loaded the wheat into saddle bags

and rode the twenty-odd miles to Niagara-on-the-Lake to grind it.

Sheep were also kept and the area of Jordan and the Twenty was noted for the skills of its weavers. There is an 'upground' cellar behind the Haynes' house, built in 1812 with 'walls three feet thick'. Above the cellar is a 'weave-shop'. Here the women of the family spun wool and wove it into coverlets, now heirlooms prized for their beauty and complexity of their designs. The spinning-wheels are still in the family too.

Today, the observant traveller may see the remains of silos in the Niagara Peninsula—a reminder that mixed farming was carried on until well into this century. The late Bruce Haynes, Donald's father, kept cattle at different times—Holsteins, Jerseys and Polled Angus. He had a large apple orchard and he grew wheat, much as his ancestor, Lewis, had done. Then, in the





early 1960's, a road was pushed through the farm. "You can't drive cattle across a road," he said. So, they switched to growing cherries and grapes. The old barns disappeared: the one pulled down, the other accidentally burned.

The Niagara Peninsula today is noted for its vineyards, but it was not here that grape-growing in Ontario began. The first recorded winery was a small commercial enterprise in Cooksville where a man named Johann Schiller used



Grapes are now the Haynes' main crop

grapes grown on the banks of the Credit River in 1811.

Grapes are now the Haynes' main crop, along with sweet and sour cherries. They grow different varieties including Concord, Niagara, Catawba, Veeport, de Chaunac, Marechal Foch, Elvira and Ventura. From these, they produce more than 300 tons of grapes each year and they have a contract to sell their crop to Jordan Wines, a company formed in 1920 by a member of the family, Archibald Haynes.

A highly specialized knowledge of viticulture—cultivation of vines—is needed in the commercial production of grapes. Care of the vines includes trellising, fertilizing, spraying, pruning and the removal of suckers. The care and treatment of one variety may differ from that of another.

Harvesting the grape crop used to be a problem until mechanical grape-pickers were invented. These great machines move through the vineyards straddling the trellises of vines. They knock or shake the fruit off into bins which are then loaded into trucks for transport to the winery. Donald Haynes owns one of these machines jointly with two neighbours.

No machine has yet been invented that will harvest sweet and sour cherries; local labour is hired to do this. In the season, the family may employ as many as sixty people at one time for the orchards and vineyards. When we visited in early spring, there were already sixteen extra workers tying up the vines. It is a going concern.

As Donald Haynes explains, he and his sons make a living off the farm. Recently, they have purchased an additional 35 acres of land. It was history repeating itself. This was the third time that the Haynes family had bought that particular parcel.

Expansion of the Haynes' operation has included the construction of a roadside fruit, bedding plant and vegetable stand on a corner of the property. As much produce for the stall as possible will be grown on the farm: strawberries, corn, tomatoes, beans, squash, melons and onions. There are already sweet and sour cherry trees on the farm to provide fruit, with peaches and apricots also planted.

All in all, the Haynes family runs a successful farm in this beautiful portion of Ontario, nestled under the Niagara Escarpment. "Come back later in the spring," Grace Haynes said. "The blossoms are just like a mass of white snow."

*Reprinted from 'Life On The Farm' by John and Monica Ladell with permission of the Ontario Ministry of Agriculture and Food. The Ladell's newest book, 'A Farm In The Family' published by Dundurn Press has more stories of the many faces of Ontario agriculture over the centuries.*



# A LINK TO ONTARIO'S PAST

When Ontario was very young, the first explorers organized the wilderness and put their mark on it by giving names to features and locations. Some places, of course, already had names when Europeans arrived and Indian words still dot our maps today—names like Mississauga, Nassagaweya and Onondaga. Other communities were specific local descriptions such as Stoney Creek, Pretty River and Shallow Lake.

As a territory was opened for settlement it was surveyed, mapped and the counties and townships given names. New territories were often named for the builders of the society of the day. Great heroes and victories were also remembered. As a settlement grew, it sometimes took its name from the first family who cleared the surrounding land or the name of the mill around which the hamlet was formed. Other communities in this new land were named by homesick settlers for birthplaces in the older lands they would never see again.

Once a place has been named, it is not necessarily permanent. Names change with shifting population patterns and changing times. Hamlets, once full of promise, die and vanish while others grow into towns and cities. Old names disappear; new ones are chosen.

Villages are absorbed into larger towns; townships become part of regional municipalities.

As it winds its way through southern Ontario, the Niagara Escarpment travels through many regions, counties, townships, cities, towns and villages. How did they come to be called as they are? Who named them and when? The origins of their names provide a fascinating link between our history and geography.

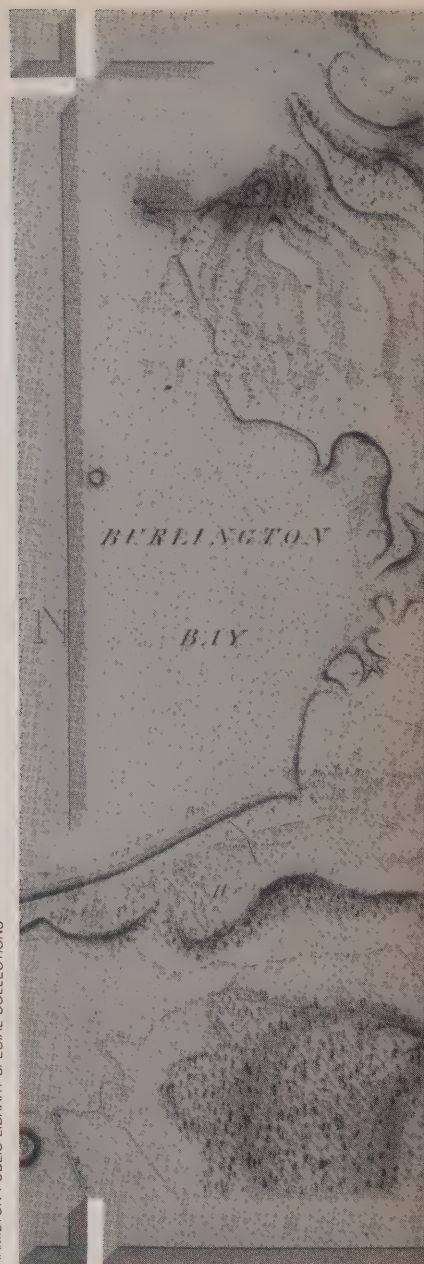
## **Regional Municipality of Niagara**

**Niagara** is from the name that the Neutral Indians gave to this area—Onghia for "thundering waters".

Here in the most southern part of the Escarpment is where much of the early political and social history of Ontario began. When the United Empire Loyalists fled across the border during and after the American Revolutionary War, they settled along the streams that they named for their distance from the Niagara River. There is Mile Creek, Four Mile Creek, Six Mile Creek and so on, all the way to Twenty Mile Creek.

In 1832 Captain Ogden Creighton bought a tract of land in what is today downtown **Niagara Falls** and he named it Clifton for his home in England. The settlement that grew up on this site was

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also called Clifton until 1881 when it was renamed Niagara Falls for its most famous attraction. For over twenty years this Town of Niagara Falls was side by side with the Village of Niagara Falls but the confusion ended in 1903 when they were amalgamated under the new name, City of Niagara Falls.

## **Regional Municipality of Hamilton-Wentworth**

At the western end of Lake Ontario, on a site the Indians had called Macassa, or "beautiful waters", is the **City of Hamilton**. The surrounding communities of Stoney Creek, Dundas and Ancaster were already established while the site of Hamilton was still



*Plan of*  
**THE TOWN OF**  
**HAMILTON**  
 District of Gore  
 Canada



farmland. In 1813 this spot, where the trails from Niagara Falls, York and Brant's Ford converged, was bought by George Hamilton and surveyed into town lots. Three years later the new town, named Hamilton for its founder, was chosen as the Seat of the district.

**Wentworth County**, now part of the regional municipality, was named for Sir John Wentworth, Lieutenant-Governor of Nova Scotia from 1792 to 1808.

**Regional Municipality of Halton**

When John Graves Simcoe became the first Lieutenant-Governor of Upper Canada, he directed that the trails and districts of what would later become **Halton County** be surveyed. Settle-

ment in this region began with the United Empire Loyalists in the 1780's and by 1817 the area was well populated. Halton County was named for Major William Halton, Secretary to Francis Gore, Lieutenant-Governor from 1806 to 1817.

Burlington Bay, at the far western end of Lake Ontario, was once known as Lake Geneva but in 1792 Governor Simcoe renamed it Bridlington, a seaside town in Yorkshire. Burlington was an accepted variation of Bridlington. The **City of Burlington** did not take the same name until many years later. The site of the present city was land granted by the Crown to Joseph Brant after the

American Revolution. By 1871 Brant's Block had become the village of Wellington Square, named for the hero of the battle of Waterloo. In 1873 it was combined with the nearby village of Port Nelson and the new town was christened Burlington after the name of the bay.

Sometime in the 1830's, the community known as Martin's Mills changed its name to **Milton**. Although there is no written evidence supporting either, there are two popular theories about the source of the new name. It could simply be a contraction of "Mill Town"—a reasonable explanation since mills were there. The other theory holds that Jasper Martin, the mill owner from



whom the town had first taken its name, was a fervent admirer of the poet, John Milton, and that Martin himself was the driving force behind changing the name of the town to honour the English writer.

**Georgetown** was named for George Kennedy, the first settler. This tract of land was also called "Hungry Hollow", perhaps a comment on the conditions faced by the first homesteaders. In 1974, Georgetown was amalgamated with the Town of Acton and Esquesing Township to become **Halton Hills**, after the name of the county.

### Regional Municipality of Peel

**The County of Peel**, until 1849 part of York County, was named for the English Parliamentarian, Sir Robert Peel. In 1974 the county became the Regional Municipality of Peel encompassing the cities of Brampton and Mississauga and the Town of Caledon.

**Caledon** was created in 1974 from the villages of Bolton and Caledon East, the Townships of Albion and Caledon and part of the Township of Chinguacousy. The name of the new town was chosen by public referendum. Caledon Township was named after Caledonia, the ancient name for Scotland. Likewise, Albion Township was from the ancient name for England.

In 1819 Lieutenant-Governor Maitland named **Chinguacousy Township** after the principal river of the area, the Chinguacousy, today called the Credit. Chinguacousy is an Indian word, possibly from the Odawa and the most likely translation is "young or little pines". Chinguacousy Township has been annexed to the Town of Caledon and the City of Brampton but the old name is still used by many residents of northern Peel.

### Dufferin County

In 1881, after considerable lobbying, six townships from the Counties of Wellington, Simcoe, Grey and Peel were amalgamated into a new county named for the popular Irish-born Lord Dufferin, Governor General from 1872 to 1878.

Many different suggestions have been put forth for the origin of the name

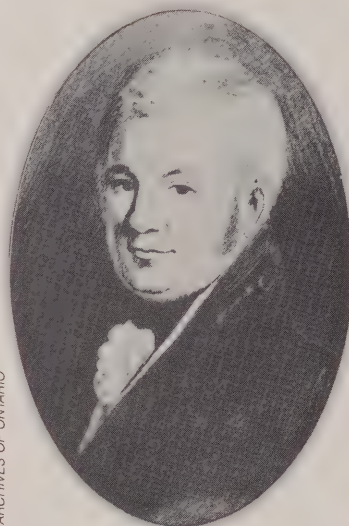
**Mono Township**. Mono could be an Indian word meaning "let it be" or "little ironwood tree". It has also been suggested that Mono is from "Mona" the name of Tecumseh's daughter. There is, however, no evidence that the great Shawnee Chief who died in the War of 1812 had a daughter. The Lieutenant-Governor, Sir Peregrine Maitland seemed to have had a fondness for unique names, calling three Ontario townships Oso, Zorra and Lobo from the Spanish for bear, she-fox and wolf and the Townships of Tiny, Tay and Floss for his wife's pet lap dogs. But perhaps the most plausible source of Mono is the Gaelic word monadh, meaning "hill". Gaelic was still spoken in many homes

in the early days and the hills of Dufferin would certainly remind a Scot of his homeland.

The ninth century Irish poet, Maolmura, could have been the inspiration for the name of **Mulmur Township**, as many of the early settlers emigrated from Ireland. There is another school of thought that says Mulmur was named for the son of Tecumseh and although records do indicate that he did have a son, there is no historical proof of his name. Another possible source of Mulmur could be the hill of Maol Mhor on the Scottish Isle of Mull.

### Simcoe County

This county was named for John Graves Simcoe, first Lieutenant-Governor of Upper Canada. Settlers began arriving here in 1834.



Lord Simcoe

ARCHIVES OF ONTARIO

**Nottawasaga Township** reflects in its name the fierce battles that once raged over this land. To the Indian people of the area the Iroquois were a feared enemy. The Cree word for Iroquois was Nottaway, meaning "bad snake, adder or viper". The suffix Saga means "river mouth". On raids against their neighbours the Iroquois would come down through the bay the Cree called Nottawasaga, "river mouth from which the Iroquois burst forth".

### Grey County

**Grey County** was named for Earl Grey, British Colonial Secretary from 1846 to 1852. The county was surveyed by Charles Rankin, Provincial Surveyor during the 1830's and 1840's.

Surviving records do not indicate exactly when or why the townships of Alta and Zero had their names changed but by 1834 Alta had become **Collingwood Township** and Zero, **St. Vincent Township**. They were renamed for Lord Nelson's commanding officers at the Battle of Trafalgar, Lord Colling-

wood and Sir John Jervis, the Earl of St. Vincent.

**Artemesia Township** is said to be named for a character in ancient mythology. The story goes that due to a clerical error the name "Artemisia" was misspelled and has remained Artemesia.

The origin of **Osprey Township's** name is unknown although it is thought to come from English nobility.

There are two possible sources for the name of **Euphrasia Township**. It could have been named for the wife of an officer who accompanied Rankin when he surveyed the township or it could be from the plant, euphrasia, sometimes called "bright eyes" as it was often used to treat sore and irritated eyes.

Lord Holland, Chancellor of the Duchy of Lancaster, who served in the cabinets of Lord Grey and Lord Melbourne, gave his name to **Holland Township** and **Derby Township** was named for the English statesman, the Earl of Derby.

**Sydenham Township** was named in honour of Lord Sydenham, Governor General from 1839 to 1841. His name was also given to the Sydenham River and to the town of Sydenham which later became the **City of Owen Sound**.

An Island in Borneo gave its name to **Sarawak Township**. In 1857 a gentleman named Brooke was responsible for moving the native people from the Newash Indian Reserve to Cape Croker. Brooke's family had recently claimed the Island of Sarawak in the South Pacific and the new township was given the same name.

**Keppel Township** was named for the father of Lord Bury, George Thomas Keppel, sixth Earl of Albemarle. Lord Bury had completed negotiations with the Saugeen Indians for opening the Bruce Peninsula to settlement.

### Bruce County

It wasn't until the latter part of the last century that the green gold of the lumber trade brought permanent settlers to this rugged area although fur traders had long been lured by the plentiful game. **Bruce County** was named for James Bruce, the eighth Earl of Elgin and twelfth Earl of Kincardine, Governor General of Canada.

**Amabel Township** takes its name from Henrietta Amabel Yorke, the sister-in-law of Sir Edmund Head, Governor General from 1855 to 1861.

Lord Bury's father, the Earl of Albemarle, also gave his name to **Albemarle Township**.

**Eastnor Township** was named for John Somers Cocks, the Viscount of Eastnor and a relative of Lady Head.

Lord Bury named **Lindsay Township** for his mother's family name.

**St. Edmunds Township** was named for Lord Bury himself, who took his title from Bury St. Edmunds in Suffolk, England.



# WHITE WATER THRILLS



*The raw, surging power of white water*

The kayak slips along in the current, fast and free. As it enters the drop of the rapids, the sleek, shining craft seems almost too fragile to survive the water's fury. But the paddle flashes in the sunlight, sweeping and cutting. Using ancient skills perfected long ago in forest streams and icy Arctic seas, the kayak is guided through, dodging rocks and skimming eddies. Safely clear, the intense concentration on the paddler's face is replaced by a wide, wet grin.

This is the essence of white water kayaking, and for the initiated, there is nothing quite like it.

The rivers descend generating tons of power—the raw, surging power of white water. Safely manoeuvring a man-powered craft—kayak or canoe—through the rapids, is one of today's

fastest growing sports: white water paddling.

Ontario is blessed with plenty of white water and the rivers that flow through or are fed by watersheds of the Niagara Escarpment have some of the best. From early spring to late fall, along the waters of the Beaver, Bighead, Nottawasaga, Credit, Sydenham and other Escarpment rivers, kayakers pursue the unique magic of their sport.

The modern kayak combines a traditional Inuit design with space-age materials. Made of molded polythene, kayaks are decked boats with flotation devices in both front and rear. The smooth craft is fitted with loops at the bow and stern so it can be rescued if capsized. A spray skirt, made of nylon or neoprene, fastens around the pad-

dler's waist and stretches over the cockpit, keeping water out. The single paddler fits snugly into the boat, immobilized from the waist down, feet on footrests, back tightly against the seat.

For the beginner, instruction is vital. Just getting into a kayak can prove a challenge—not to mention getting out. Manoeuvring a kayak is not a skill that can be "picked up" for often a beginner's instinctive move is the wrong one. A novice skier finding himself on an expert slope can always side-step down with only a loss of face, but a paddler risks injury or loss of equipment if in waters beyond his capabilities. There is no easy way out, no backing down. There are no alternatives but to finish the run, one way or another. Techniques for keeping out of trouble and getting out of



difficulty must be learned.

To begin, one must be a competent swimmer and in good physical condition. This is definitely a "get wet" sport. Water levels are at their highest in the early spring making this the best season for white water but it is also the most dangerous time and novices are advised to take lessons in warm summer waters or pools.

Lessons are available at private kayak schools and camps but perhaps the best way to start is to join one of the many kayak clubs. The instruction offered is economical, often free, and more experienced members are always there to assist beginners, to steer them clear of trouble and lend a hand if needed. The initial dollar outlay can be high

Kayaking has two distinct aspects. The first is strictly enjoyment and includes touring and just having fun on the river. But although recreational kayaking may seem a solitary pursuit, it is done on your own but never alone. The recommended minimum is three craft with at least one experienced paddler for each beginner.

For those of a more competitive bent, there is racing. Kayak racing demands high levels of stamina, strength and skill. The course is laid out over 6 to 12 kilometres of river and racers are timed between two points as they try to stay in the fastest water to obtain the best time. During the 1986 season the OWWA scheduled 20 club races, ranging from novice events to Ontario Team trials. For

but in spite of this, the sport has a very good safety record. River water thunders over rapids with an awesome force yet thousands paddle many miles each year with no serious mishaps. This is due largely to the emphasis placed on safety and instruction by the kayak schools, clubs and the OWWA. Respect for the river and its perils, is essential to good kayaking and most accidents are the result of ignorance or carelessness.

Some basic safety rules include:

- never boat alone
- crash helmet and life jacket are required equipment
- a wet suit is essential during cold water conditions
- know and practice escape techniques



... definitely a get-wet sport

but clubs often know of money-saving used equipment and some even hold boat-building clinics. Kayak tours, outings, races and clinics are also offered.

White water kayak clubs in this province are part of the Ontario Wild Water Affiliation, a non-profit, volunteer organization that co-ordinates and schedules club racing events, maintains the Ontario White Water Team, holds instructional sessions, certifies instructors and manages related grants and budgets. The OWWA, in turn, is a member of Canoe Ontario, the umbrella organization representing the interests of all paddlers—white water, flat water, racers and recreational.

the most expert there are the Canadian, Pan Am and World championships.

Slalom racing adds the extra element of gates. Each gate is a set of two poles suspended on wires 10 centimetres or more above the water's surface. Paddlers must pass between the poles of the gates, in consecutive order, losing points if a gate is touched. Red upstream gates require the racer to go below, turn back and go through the gate against the current while green, downstream gates are negotiated with the current. The fastest time combined with the cleanest run wins the slalom race.

Kayaking can be considered a "high risk" sport for the dangers are very real

- know the river and its hazards
- be honest about your limitations.

In kayaking, control is the name of the game. For all its thrills, this wet and wild sport is not the chaotic plunge into danger that it may seem. Kayakers may appear like a foolhardy lot as they career through the rapids, but each risk has been calculated, each danger considered, and each skill finely tuned.

For experienced paddlers, pitting themselves, their skills and their small boats against the mighty power of the river there is nothing to match the exhilaration when that first flash is seen against the blue—the signal of white water ahead.



# NIAGARA ESCARPMENT COMMISSION

The Commission and its staff are responsible under The Niagara Escarpment Planning and Development Act to provide for the maintenance of the Escarpment and land in its vicinity substantially as a continuous natural environment and to ensure only such development occurs as is compatible with that natural environment.

The activities of the Commission include promoting the objectives of the Niagara Escarpment Plan, processing Plan amendment applications, administering a development control system, monitoring all development proposals in the Plan area and assisting the Minister with Plan implementation.

## Commission Members

The Commission has 17 members: nine members, including the Chairman, represent the public at large and eight members represent counties and regions in the Escarpment area.

### Chairman:

G.H.U. (Terk) Bayly

### Representing Regions and Counties

#### Niagara Region:

William Smeaton

#### Hamilton-Wentworth Region:

Robert McNairn

#### Halton Region:

Joan Little

#### Peel Region:

John Alexander

#### Dufferin County:

Harold Davidson

#### Simcoe County:

Carol Currie

#### Grey County:

Murray Betts

#### Bruce County:

Douglas Thompson

### Representing the Public-At-Large

Ivan Aitcheson  
Robert Campbell  
Grace Cronin  
Fred Greenland  
Lyn MacMillan  
Josephine Meeker  
Jim Montgomery  
Joseph Noonan

## Commission Staff

### Director:

Frank Shaw

### Managers:

Cecil Louis, Plan Administration  
Susan Herrold, Administration & Information Services  
Keith Jordan, Development Control

### Senior Planners:

Bruno Carusetta  
Kathie Houghton (acting)  
George McKibbin  
Marion Plaunt  
Ken Whitbread

### Planners:

Bill Armstrong  
David Johnston  
Martin Kilian  
Janet McGinnis  
Gary Murphy  
Lynn Richardson  
Peter Schiller

### Planning Technicians:

Jennifer Boehm  
Barbara Skakich  
Richard Szarek

### Landscape Architect:

David Wells

### Cartographers:

Bob Pepper, Senior Cartographer  
John Novosad  
Colin Mandy

### Information Assistant:

Rilla Hewer

### Administration and Support Staff:

Norma Aldham  
Tina Andersen  
Betty Braithwaite  
Marilyn Broadfield  
Gloria Johnson  
Marg Mackie  
Grace Martin  
Lorrie Rustenburg  
Lorrie Ryan  
Bev Sharman  
Chris Souter



